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AUTO TRANSPORT REPORTS EXPANSION;  
FURTHER GROWTH SET FOR 1951

In comparison with 1940, the volume of freight carried by the Ministry of Automobile Transport RSFSR in 1950 was 300 percent greater in tons and more than 200 percent greater in ton-kilometers. The increase in freight carried was a result not only of the increase in the number of trucks, but also of the increase in productivity. The output per ton of truck carrying capacity in 1950 was more than 50 percent above the 1940 figure.

While in 1940 bus transport had been organized in 205 RSFSR cities, in 1950 there was passenger automobile transport in 286 cities, and the length of the bus lines had doubled. In 1950, 170 cities had taxi service, as against 87 cities in 1940.

The 1950 cost of carrying was 30-35 percent below the 1940 figure, and the automobile managements of the Ministry of Automobile Transport RSFSR gave the state budget more than 2 billion rubles of accumulations during the post-war Five-Year Plan.

Along with the successes in the work of automobile transport, it is necessary to note the presence of serious shortcomings, primarily in regard to unproductive layovers of automobile in repair, in waiting for repair, and in loading and unloading operations. Also, many automobile managements continually fail to complete their plans and exceed the norms for expenditure of materials and funds.

The automobile managements of the Ministry of Automobile Transport RSFSR in 1951 must increase the volume of freight carrying by 10-15 percent, increase passenger carrying by 20-30 percent, and increase taxi carrying by 25 percent. The 1951 plan calls for a considerable increase in the utilization of the automobile fleet, a growth in the total and useful runs, and also an increase in other operational indexes. In 1951, the ministry must organize automobile managements in tens of RSFSR cities, expand the network of bus routes and increase

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their length, and increase the volume of carrying of the more important freights. Freight-carrying cost must be reduced 6.7 percent and passenger-carrying cost, be 5 percent. Also, the quality of technical servicing and repairs of automobiles must be improved.

The operations of automobiles on gasoline substitutes has great significance. One task of automobile transport workers is to expand the introduction and utilization of automobiles operating on bottled and generator gas. The Ministry of Petroleum Industry USSR can help the introduction of gas-powered automobiles by accelerating the construction of a network of gas filling stations.

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